SOUTH AUSTRALIA SOCIETY OF MODEL
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1927---2011

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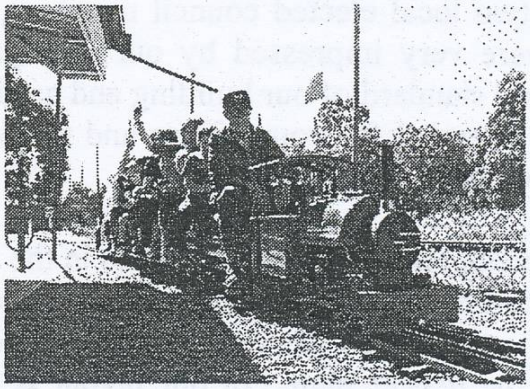
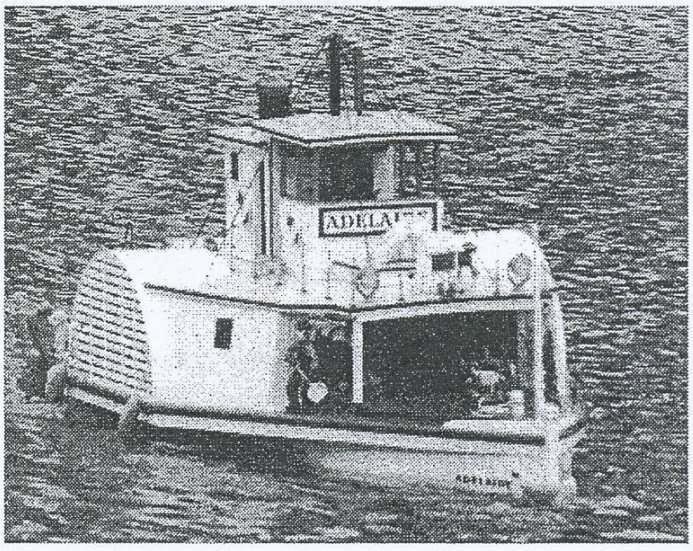
June 2012





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Club Happenings

By Your President

Thought I would try a new format to make our bulletin a bit more interesting

Sunday Field Day 4th March

With competition from the Clipsal 500, Festival Fringe, Power of the Past, Clean Up Australia and a fairly pessimistic weather forecast we expected a small attendance. Surprising we achieved a bumper crowd, with six birthday parties, one with at least 60 people.

We had a visit from our two local elected council members, Cr, Don Palmer and Cr Jenny Boisvert. They were very impressed by our club participation, large public attendance, organisation and standard of our building and grounds maintenance. Thank to all club members who attended for your efforts and the number of boats (19) and locos (11 locos) and 51 members. Well done.

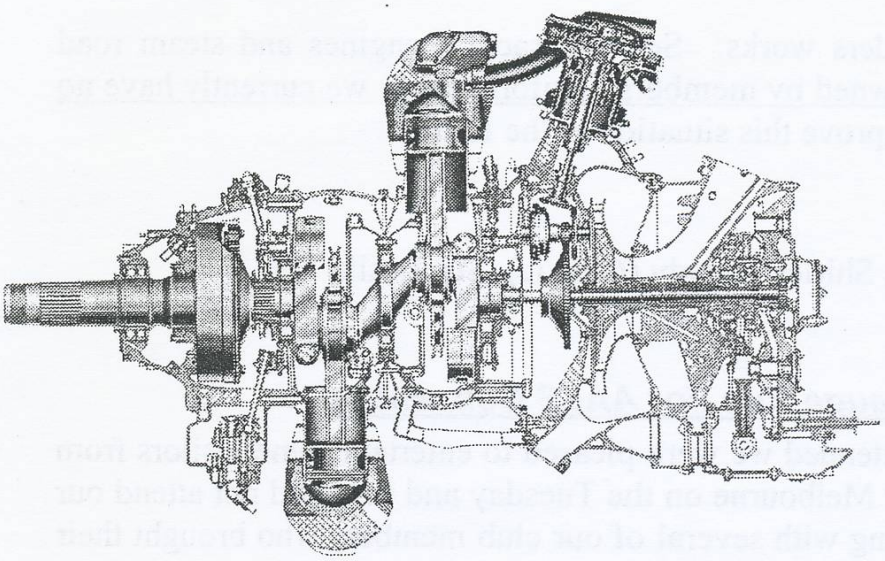
A master plan is being developed for all public venues in the City of Unley area. This allowed the President, Vice President, and Secretary to make a case for more space for SASMEE. From this visit, we will be meeting with these two Councillors, and Unley Council staff developing the master plan. In our favour is the fact that we cost the Council nothing to support and have offered to fund any additional space we are allocated.

Canteen

Jackie Monteodorisio, Toni Offler, Margaret Coxon, Anne Hardy
Thank You Ladies

Club Meeting 13th March

After the formal meeting was finished John Foster gave talk a on radial aero engines and his experience in overhauling and maintaining these complex monsters operationally during his early RAAF career in the 1960s.



Wright R3360 Turbo Compound as used in Neptune and Super Constellation Aircraft 3400HP

Saturday Field Day 17th March 2012

A fine day brought a larger than average crowd with seven birthday parties and many small groups and families. A rough count of attendance gave about 450 which makes for a pleasant day without the queues being too long. We had 41 members with a very good representation of boats, and locos in all 3 gauges. Allan Wallace's little $3^1/_2$ gauge "Juliet" was a great crowd pleaser towing is 3-4 passengers and driver. In addition, Brad Cottle's new loco made its first appearance.

Canteen

The following ladies kept everyone well fed and watered.
Jackie Monteodorisio, Jill Smith, Dawn Schaefer, Anne Hardy
Many thanks ladies.

Sunday Public Field Day 1st April 2012

A cool 24^0C sunny day drew a capacity crowd including nine birthday parties and 41 members. They all professed to a happy day in great surroundings. This added to a very easy day for our St. Johns crew with not even a toddler with a skin knee saw all going home happy. I was even concerned that at about 5PM we may have had guests for the night but with the end of daylight saving all packed by 5-15PM. A good rollup of 14 boats, three 71/4' and eight 5" locos ensured rides for all. The club has 64 boats and one hovercraft registered. These range from a 15th Century Galleon through all classes of freighters, warships, paddle steamers down to a WW2 Army DUKW. Six additional boats and one hovercraft are on the slips. There are

also several still in the builders works. Several traction engines and steam road vehicles are also registered owned by members. Unfortunately we currently have no room for these but hope to improve this situation in the future.

Canteen Ladies Were:

Toni Offler, Margaret Coxon, Shirley Mundy (Cookie), Sue Leslie
Thank you ladies

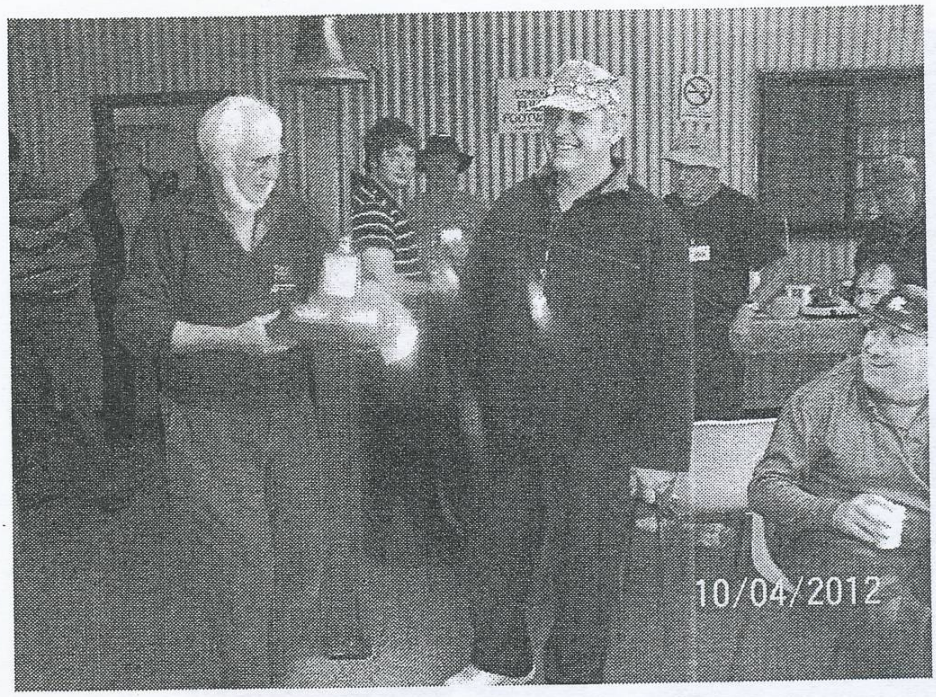
Monday 10th April 3½" Gauge Run For AALS Convention

While no 3½" gauge locos attended we were pleased to entertain some visitors from Victoria who had to leave for Melbourne on the Tuesday and so could not attend our Tuesday Invitation Run. Along with several of our club members who brought their boats and locos we had a very pleasant day. Morning and afternoon teas were provided as well as hot dogs for lunch. Many thanks to Toni Offler for cooking and provision of a selection of pastries and cakes.

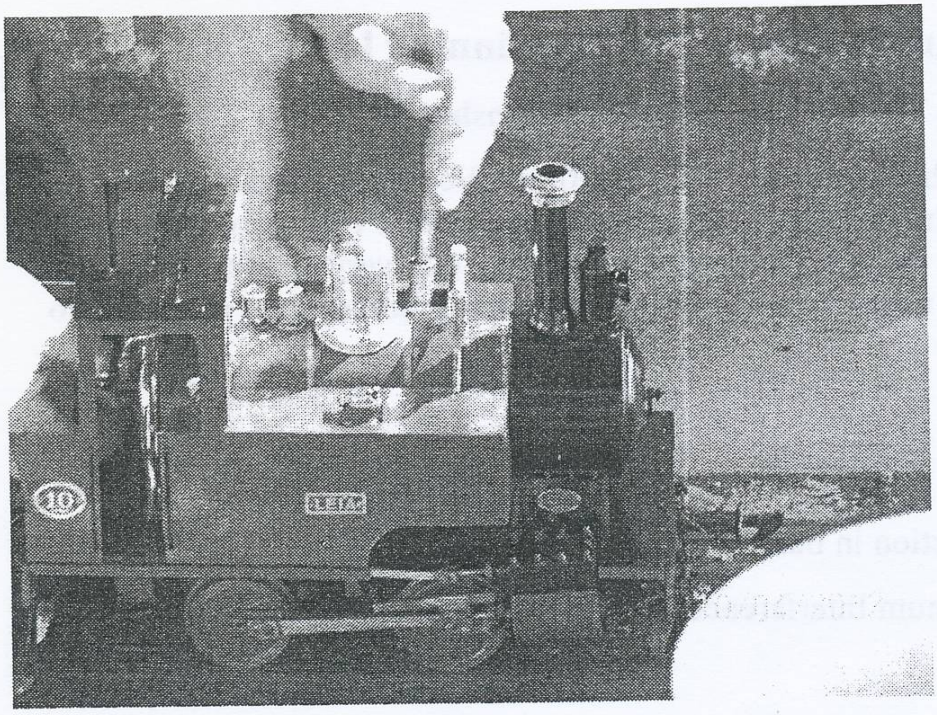
Tuesday 11th April post AALS Convention Invitation Run

With 42 guests and 24 members, 20 locos and numerous boats the day was a great success. Although there were no 3½" gauge locos Monday they made up for it Tuesday. A Titch in blue livery and named " Leia" stealing everyone's heart closely followed by Allan Wallace's Juliet. Both 5" and 71/4" tracks were in use from 9-00 AM till after dark. Boats were well represented by our club members. Morning and afternoon teas were provided with a barbecue lunch complete with soup and desert and for those staying late, dinner as well. Many thanks to John Monteodorisio, for catering the barbecue and cooking along with his cooks assistants Bryan Homann and Michael Moyse. Thanks also to Jackie Monteodorisio, Anne Hardy, Mary Homan and Shirley Mundy for the canteen and serving and Toni Offler for cakes and pastries and Barbara Beal for the fruit salad and strawberry mouse.

A highlight of the day was the presentation of the Bolton Trophy (awarded at the Convention) by Vice President John Monteodorisio to Bryan Homann for his T Class loco judged Best scale Model of an Australian prototype. Picture below and more details further on.

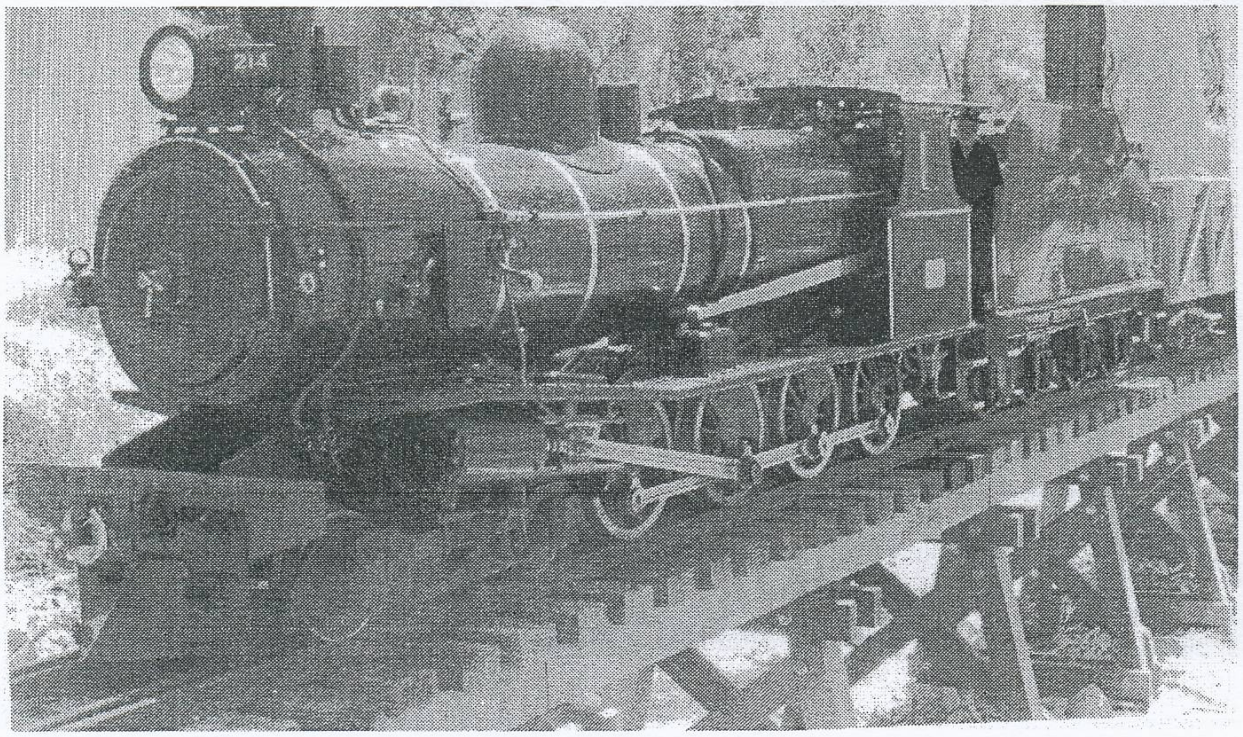


Bryan receives his award from Monte



Star of the Day Titch (Leia)

Photos JF



Bryan Homann's Bolton Trophy winning loco.

Photo by David Walton and his mate Photoshop™

This day also coincided with our monthly club meeting. We were pleased to welcome some of our guests. After the meeting Simon Huntington gave a very informative talk on both plain and rolling contact bearings and passed out very useful data. Of particular interest was how to calculate shrinkage of bearing bores when pressed into a housing.

d = I x ID/OD Where

d = Reduction in bush Dia

I = Maximum Interference

ID = Housing ID

OD = Bush OD

Saturday Public Field Day 21st April 2012

Slight showers were not enough to discourage our visitors so that we had a good size crowd and 6 birthday parties. Every visitor spoken to and party organisers said they

had a great day and we look like recruiting at least 2 new members. Birthday parties continue to give our gatekeeper problems with lists of varying quality. The proverbially thumb nail dipped in tar would be an improvement. We have decided to put a standard list format on the web site to ease this problem and possibly introduce a second ticket box just for parties. On a lighter note two Irishmen (not a joke) were surprised to find we do not have EFTPOS at the gate.

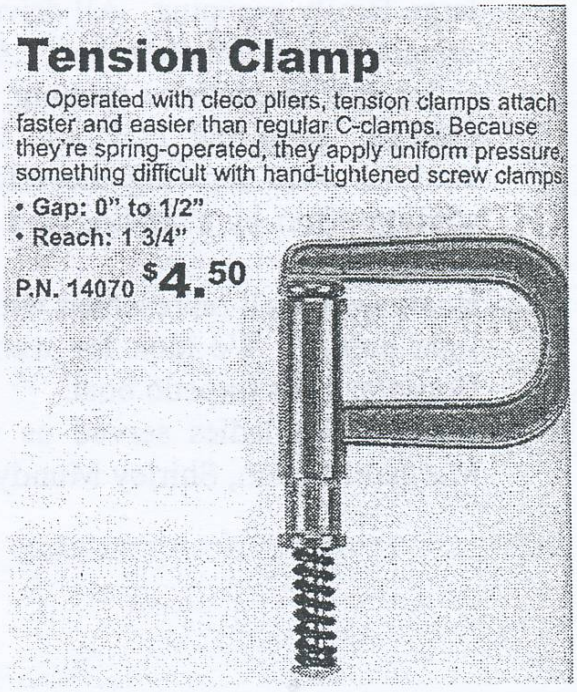
Canteen

Jackie Monteodorisio, Anne Hardy, Dawn Schaefer, Nickie Mere
Thank you ladies

Tuesday 21st April 2012 Visit to Classic Jet Fighter Museum

Thirty members, family and friends enjoyed a most interesting evening. Thanks to Rob Jarrett (Proprietor), Mike Mason and Geoff Logan their collection of World War 2 aircraft and later jet aircraft and memorabilia were open to us to inspect and in some cases sit in. Highlight of the night was an engine run of a Allison V12 engine as used in Kittyhawk, Lockheed Lightning and Aircobra aircraft. Ralf kindly "volunteered" to hold the throttle steady during the start, Currently they are restoring, (more correctly rebuilding a US Corsair fighter which lay in a Vanuatu lagoon for over 60 years. Needless to say not much usable panelling and structures was left all being aluminium. Interesting the undercarriage struts including the chrome plating on the air spring/shock-absorber was still in pristine condition and was made moveable with some WD-40 and a rubber mallet. Apparently the aluminium acted as a sacrificial anode. We also obtained for the library a copy of a US aviation supply catalogue which has many items useful to model engineers at very reasonable prices. A combined club order is worth considering to save freight costs. Sample clamps are shown below.

Examples Of Useful items



Saturday 5th May Meeting of the Garden Railway Group, 45mm Gauge

The group met for the first time at 12noon at SASMEE park. Max Shuard presented a possible layout which was agreed for a dual track in the vicinity of the steam house and adjacent garden area. Decisions taken at the meeting were:

- Max Shuard to be coordinator;
- Track will not be electrified;
- Dual tracks to be standard;
- 45mm gauge only to be build first;
- Possible 32 mm gauge may be installed separately within the main track layout but separate;
- All steel fittings to be galvanised;
- Raised sections to be supported on steel 'Ts' bolded to concrete plinths;
- Sufficient separation to be maintained between current tracks and garden railway;
- Barriers to be installed between existing tracks and garden track.

Since then several meetings have been held and after 15 options for track layout had been examined number 16 appears to be the most suitable. Costing will now be undertaken so that a proposal can be placed before the club for approval

Sunday Public Field day 6th May 2012

Despite an overcast sky and promised of rain which finally eventuated late in the afternoon we attracted one of our largest crowds ever. There were at least 9 parties or large family grouping. All drivers had a very heavy day with some looking for relief drivers during the afternoon. Amazing Josh our youngest driver had to change to a softer seat to continue running. Certainly don't make these young fellows like they used to. With four 71/4' and six five" the locos all got a taxing workout and some batteries were showing the effort by the time of closing. Mathew Leslie put in a sterling effort by attending and driving his loco after flying in from Hong Kong that morning.

Boats were well represented with Bill Westies new sailer performing extra well in the light breeze. We look for ward to Stan Shelton getting the bugs out of his Brave Borderer class torpedo boat.

The canteen ladies served us well again with Jackie Monteodorisio, Toni Offler, Margaret Coxon, Shirley Mundy and Dorothy Ambler. Thanks again ladies.

Club General Meeting 8th May

After the meeting David Walton entertained us with a presentation of his exploration of the steam applications in the Rubicon transferred by a horse drawn trucks using wooden rails to a steam powered narrow gauge railway for transfer to Melbourne on the Victorian rail network. Relics of the steam railway, engines and the sawmills still can be seen in the area despite several fires over the years These included four timber mills, three driven by steam while the first built used a Pelton water turbine, still in the area. Timber was transferred by a horse drawn trucks using wooden rails to a steam powered narrow gauge railway for transfer to Melbourne on the Victorian rail network. Relics of the steam railway, engines and the sawmills still can be seen in the area despite several fires over the years. Thank you David

Saturday Public Field Day 19th May 2012

Well the forecasters got it wrong. We had a slight shower as predicted but the afternoon turned out to be great so that we attracted a larger than average crowd although slightly less than the previous run day. Again birthday parties dominated with nine. Each one stated their delight at the venue and facilities. With four 71/4" and four 5" and Allan Wallace's little 31/2" Juliet chugging bravely, all who wanted to managed three or four rides.

Our canteen staff of Jackie Monteodorisio, Anne Hardy, Jill Smith, and Dorothy Ambler did us proud. Thank you ladies your support is really appreciated. If anyone would like to help in the canteen, see Jackie and she would be happy to have you work as an extra hand on a trial basis to see how you like it. All the canteen helpers seem to enjoy the day, its not all work, its also a chance for a good chat and interaction with the members and public.

Bryan Homan's Bolton Trophy Award Winning T Class Loco

The decision to build a model of the SAR narrow gauge T class was made, rashly perhaps, as a result of spending several Friday nights watching and listening to the full size locos battling the grades on the Wilmington to Gladstone line during the steam finale on the Peterborough Division just prior to the standardisation of the line to Broken Hill. Having struggled with an inside motion loco before (NSW IS Class), maybe I should have known better and messed with a 400 class Garratt (which also entertained us on Friday nights). Anyway, the die was cast back in 1972, when I got hold of full size loco drawings, and began sorting them.

I also started keeping a diary of work done and cost, but this only lasted until 1991. I probably missed a lot in between too. The first recorded expense was $1.50 for some film to photograph two of the last remaining engines at Peterborough. Little did I know then that my T would be slowed down by one of the those engines going to the yet to be formed Pichi Richi Railway, and my as yet unsuspected involvement therein. Getting to drive the big engine many times was a treat in itself, and both helped and hindered the model.

I have always admired people who have the ability to work out what can be simplified and yet produce the effect of reality. I am not very good at that, so many parts were manufactured with probably too much regard for the original. A case in point was the swing link motion for the front bogie. For this I went to the considerable trouble of making it just like the full size; but with greater lateral swing capability. All totally invisible, but at least I know it is there. At the same time, as the finished product is the sum of its bits, then I suppose the more bits made "to scale" the better the end result is likely to be.

Actual construction started in 1972 with the making of the front and rear coupling hooks - one small step!! There were periods in the late 70's and 80's where the best part of 10 years went by with not a blow struck - mainly due to Pichi Richi, although a few handy things like a bandsaw and a linishing machine were built to aid in the manufacture.

Having got the home foundry bug from Keith Bradford, and having had an unsuccessful foray into melting metal with Dad's kero blowtorch, scraps of aluminium, and carefully chiselled house bricks for moulds, I set up my first furnace at home soon after we moved into our own home in 1975. It was an unsuccessful attempt to do some wheels, and I had Mary assist me handle the ladle of iron (newish wives can be very helpful). Those who have seen iron founding, will be aware of the myriad sparklers that accompany the pouring process. We managed to melt some holes in Mary's garments. That discouraged further assistance until about two years ago, when I needed help with some iron founding. Guess what, same result, so I don't expect to get any more help from that quarter for some time to come!

Taking so long over the job enabled several errors to occur simply because I forgot what I was doing. In a dyslexic moment, I drew the front bogie frame 10mm too narrow (148 instead of 158mm), and because it was a long time since I worked on that area, the error didn't ring any bells until later when I discovered the wheel sets wouldn't fit. So that meant chiselling all the rivets out and making a new bolster unit.

The cylinders were drawn up in 1980 while I was "supervising" the contract removal of asbestos from a boiler at work. Over 20 years went by before the actual casting happened, and because of some large differences in metal thicknesses, the first beautiful looking castings proved to have large hidden shrinkage holes. Ten castings were done before I got three good ones to machine (these included the cast in curvy steam ports). By that time, I had been awakened to the wonderful possibilities of the vertical universal milling machine, and I was quite chuffed to be able to completely machine the cylinders using this great machine that I had just convinced Mary that we had to have! Without it, I suspect I might still be working on the T!

The engine does have a couple of "revolutionary" features. Having convinced Allan Wallace to follow up his early valve gear design programs with one to suit me, I decided that the Stephenson motion as originally fitted was less than ideal. I had also decided on a longer than scale valve travel, and so I resorted to a launch type link rather than the conventional loco type (so that it stayed above the track!). The T had the lifting arm secured to the bottom of the link. I also took the opportunity to convert from outside admission to inside to reduce the problem of getting to valve rod stuffing boxes.

Following along similar lines to full size, I made Teflon replicas of the King metallic packing on the valve and piston rods stuffing boxes, and had the piston rods hard

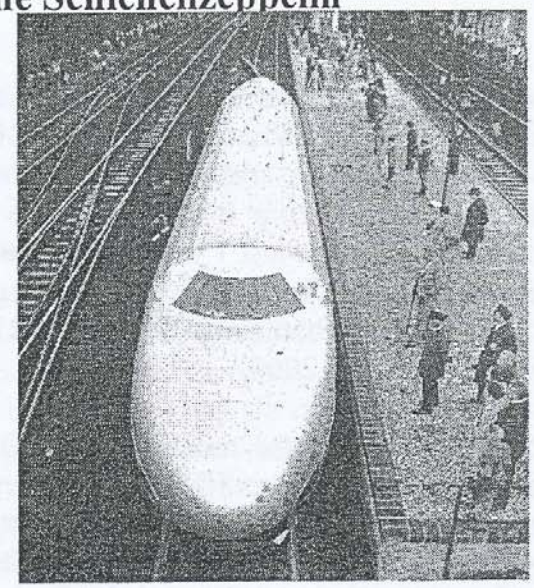
chromed to eliminate wear. The other revolution was the use of a handy design program for a full Lempor exhaust system. This design entailed machining half pipes out of solid brass blocks with a ball-ended mill to form smooth exhaust passages, and a four tube blast nozzle. While this works very well, it is at the expense of a nice loud chuff! Probably 70% of the loco was built in the last 7 years of the build (not so many mistakes as a result), doing its first steam trial at home, in pouring rain, on August 12 2008. I had done a first chassis test on shed air on September 21 2004, A track trial with shed air fed to the boiler occurred in 2005.

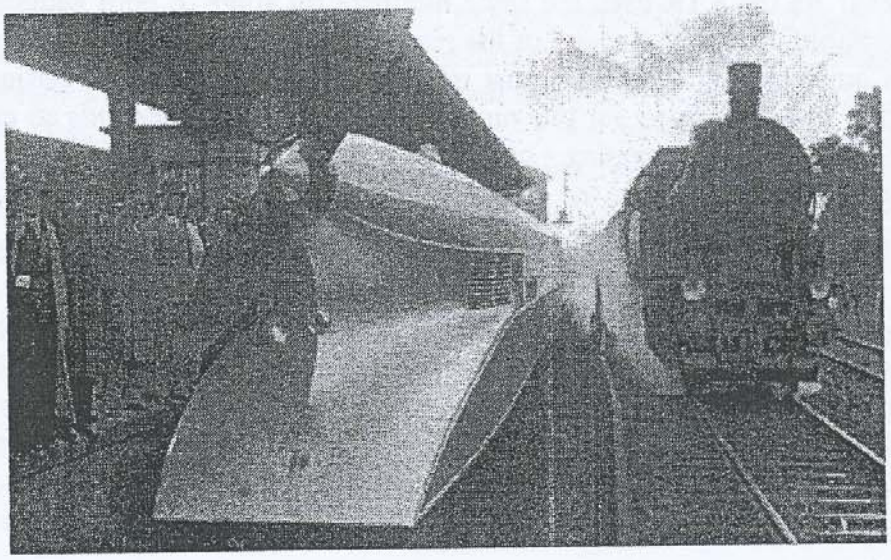
Some people have asked about the significance of the number - 214. Due to the aforesaid errors due to the effluxion of time, I had modified the front end of the frame to accommodate the first smokebox extension, assuming, wrongly, that the frame mods were done then. However, after getting some good close up photos from Murray Billett, I discovered that my frame arrangement dictated the final very long smokebox version. This then dictated the high sided tender, which I wasn't originally going to do. I had thought it would be nice to have the wire framed type cow catcher (not built yet!), with the ability to set the loco up with either original sand boxes, or the Port Lincoln Division "banjo" boxes (I have done both). Once again from Murray, I found a photo of 214 with the "modern" features of long smokebox and, tall tender, mated with the old feature of the wire framed cowcatcher. As it had been used on both Peterborough and Port Lincoln Divisions, it got the guernsey.
In one of those "coincidences" of life, I discovered while gazing at the names on the Bolton Trophy, that John Gordon had won the same trophy, with an Rx, numbered 214! As the SAR used the same numbers for some of both gauges, this is quite acceptable. Looking at many of the respected model engineer names on the trophy, it is quite humbling to think that my T could be the cause of getting my name added to it. I don't think for one moment that my effort represents an engine just out of the cellophane wrapping - but rather it does look a bit like the T's that I saw, a little bit battered around the edges, not spotlessly clean, but still slugging away, and getting the occasional modification.

Article by Bryan Homann.

Railway Ideas That Never Made It

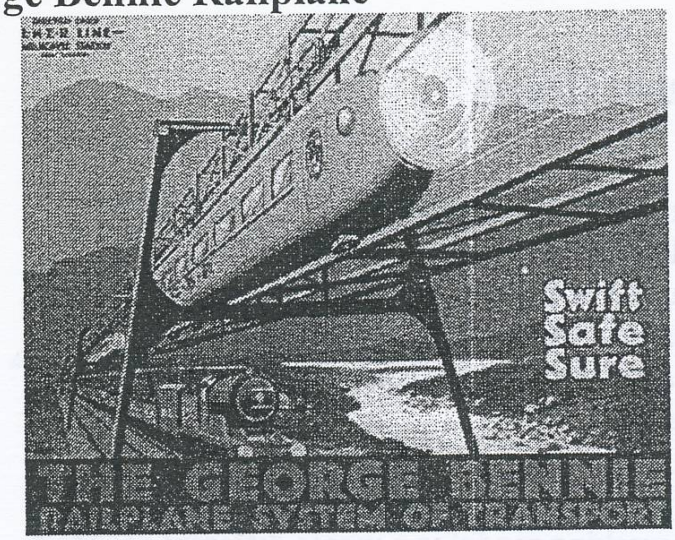
The Schienenzeppelin

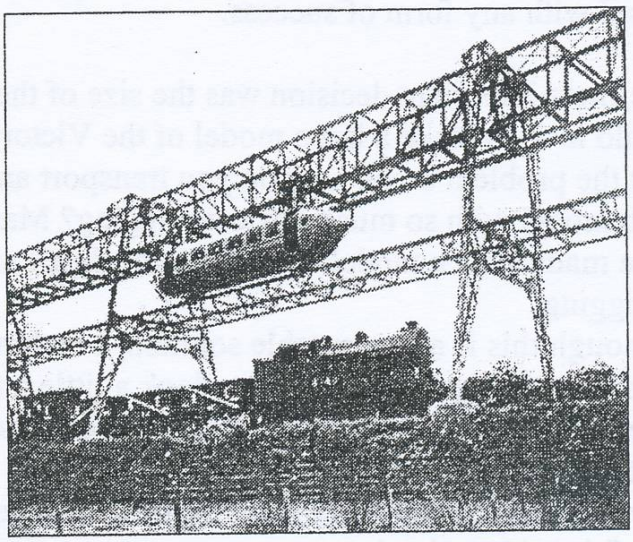




The aluminium Schienenzeppelin built I Germany in 1930 was so awesome that it set the land speed record at 140 MPH (224 KPH) in 1931 for trains for the next 23 years. Its massive wooden propeller moved the 20 tonne loco along the track powered by a 600 HP motor. It never went into production, perhaps the large propeller close to people waiting at the station was the reason. It was dismantled in 1939.

The George Bennie Railplane





One of the most creative ideas for fast trains was the Bennie Railplane, a propeller-powered overhead train system created by Scottish engineer George Bennie; the Railplane was to create a passenger travel system that wouldn't be slowed down by sluggish freight trains. Bennie's Railplane could travel at speeds up to 120 MPH thanks to the propeller on each end, both driven by their own electric motor. The idea went far enough that a test track was constructed near Glasgow in the 1930s. The 120-meter line had a track below and a track above, rather than the traditional two tracks below that other trains use. The highly unusual railplane was to run directly above conventional rail lines, so it wouldn't take up any additional ground space other than that already occupied by existing railroad tracks. Plans for the strange rail system included a line running from London to Paris, with a seaplane in the middle to carry passengers across the English Channel. Bennie received support and interest from all around the world, but was never able to secure adequate funding for his revolutionary concept. The Railplane idea may have been solid mechanically, but it happened to come around at a terribley time financially. When the world economy collapsed in the 1930s the idea was scrapped. The test track and only prototype ever built followed suit in the 1950s when they were sold for scrap.

Source: gaitz.com

The 15th Century Galleon

Over the years I have attempted to make a number of working models of scale historic sailing ships
This has included a Top Sail Schooner a Spritsail Barge and a 16th Century French Royal Yacht.
The one that attracts the most interest is my model of a 15th century Galleon.

This style of vessel is very popular for static models "However' a working model is a whole different prospect with some very interesting problems to solve in order for it to sail with any form of success.

The firsts important decision was the size of the model, I would love to make a large model of the Victory (guns and all.) the problem being how do you transport and handle such model with so much intricate rigging? Many modelers have made such a model but reduce the detail and amount of rigging.
Although this is an acceptable solution, I feel models compromised in this way tend to look a little a toyish and lose a lot of the rigging intrigue that is the attraction in the first place.
It was therefore important that I made the model as large as possible without having to remove or drop rigging to transport the model. Basically it had to fit in the ***BOOTof the Kingswood!***

I researched many WEB pages and found a site called **free boat plans.** From this site I was able to down load the plan of the Galleon and set to work with graph paper and pencil.

Unlike the traditional models of fore and aft sail vessels, a square rigged model is very difficult to sail into or across the wind. Due to the lack of any Trade Winds or a Gulf Stream on a pond you do not see many working models of square rigged ships as they really only like to go one way

I have overcome this problem to some degree with the fitting of six servos that operate each sail individually. This enables me to tack the sails opposite to each other into a flat V shape thus creating a large surface to the wind and by shifting the rudder to compensate the tendency to luff, it is possible to travel a short distance up wind.
I also have a secret weapon in the form of a small electric motor fitted to the keel that helps keep some kind of steerage on the model and possible the only way sain way to sail on the SASAME pond due to the broken wind patterns from the trees.

The hull is bread and butter construction from western red cedar and carved into shape with an abrasive disc fitted to a grinder. The rest of the model is made from ply and thin strips of Australian oak.
The rigging is historically correct in detail and the model sits very well in the water without any extra trimming required. I was surprised how quick the model was to make only taking me about 8 weeks.

I am still working on wind power with the model of a Hovercraft, version two will soon be on the pond with a lot more power from two brushless push motors. It probably won`t break the speed barrier but will probably come close to breaking the sound barrier judging by the noise it makes in the shed.

Wally

CURRENT SASMEE LIFE MEMBERS

For member information and as an aid to compiling ongoing Club history the current Life Members are: Ian Clark. Barry Dunstan. John Davey. John Lewis. Bill Coles. Len Peckham.

The list of past Life Members will be updated as research progresses. Currently recognized, Norm Kernich. Allan Brabham.

OTHER THINGS

By the Editor

In 1938 the Basic wage was 3 pounds, 14 shillings per week, although there was a proposal to increase this by 1 shilling a week in the following June.

The publication , "The Model Engineer in Australia and New Zealand" in the year of 1938 reveals some costing of machine tools and project articles which may be of interest.

Annual subscription for the magazine was 8 shillings, inclusive of postage and services

H. P. Gregory & Co of Sydney were promoting their 4"heavy duty workshop precision lathe, complete with countershaft, 8" faceplate and necessary change wheels for normal Whitworth threads for the sum of 37 pounds 10 shillings. Easy terms were available.

The English Myford was also available. This 3- 1/8th" model was fitted with a rack and pinion feed, a feature not found on many lathes of twice the price. Their Standard model was 17 pounds 10 shillings. Terms, were 5 pound 16 and 8 pence deposit with monthly payments of 1 pound 7 and 11 pence. The Myford "Special" was 19 pounds 19 and 6 pence. This model had features of a ball thrust on the mandrel, long travel tailstock and quick action tailstock locking.

The "Model Dockyard" was offering the "Vanguard PUP" a super lightweight model aero engine, reduced in price for the next three months at 5 pounds 10 shillings complete. A set of drawings with castings was available for 30 shillings.

"Duro" drill presses were fairly costly at 21 pounds 15 shillings with the cost of the 1/3rd H.P. motor adding a further 10 pounds 10 shillings.

The ultimate would have been the 1936 model South Bend 9-inch Workshop Precision Lathe. This lathe takes 18" between centres, has a ¾" hollow spindle, accuracy exceeds 0.0005". Can also be used for turning wood and compositions. Operates from a light socket at less than 2p per hour. Cash price, complete with counter shaft is 49 pounds, or a small down payment and the balance in 9 months. For further details contact the Demco Machinery Co, Redfern, Sydney.

Cont`d.

Cleaning Hands. I have been using Velvet soap for many years to clean off the workshop grime. Recently I came by a washing up liquid, discarded from the kitchen for the lack of soapsuds and cleaning properties? It is called, "Morning Fresh" and is supposedly a product of "Cussons" being green in colour. If a small amount, about a teaspoonful [or less] is rubbed into the hands dry, and then washed off, I found it really lifts the grime away with less effort than the soap job. Closer inspection of the product reveals that it a $2.oo touch from one of " those stores" and is made in Indonesia.

Grub Screws. Not my favourite method of securing but due to circumstances I found it necessary to make use of them. In the past the big drama and terrible looking end result is the slot, especially in the smaller sizes. This is a real turn off. I needed 6BA grub screws. I had a supply of long cheese head screws. These have a very nice machined screw driver slot. I chucked the cheese head screw, by lightly gripping the thread, and reduced the head to the major diameter of the thread, thus giving a plain shanked slot section. I then ran the 6BA die up from the long end of the fastener, and by gripping the excess thread in the vice, I cut a thread over the top of the previously machined plain shanked slotted area. Thus giving a very long grub screw with a machined slot. You then cut off the length of grub screw you require. End result was a much better looking job then the traditional hacksaw model.

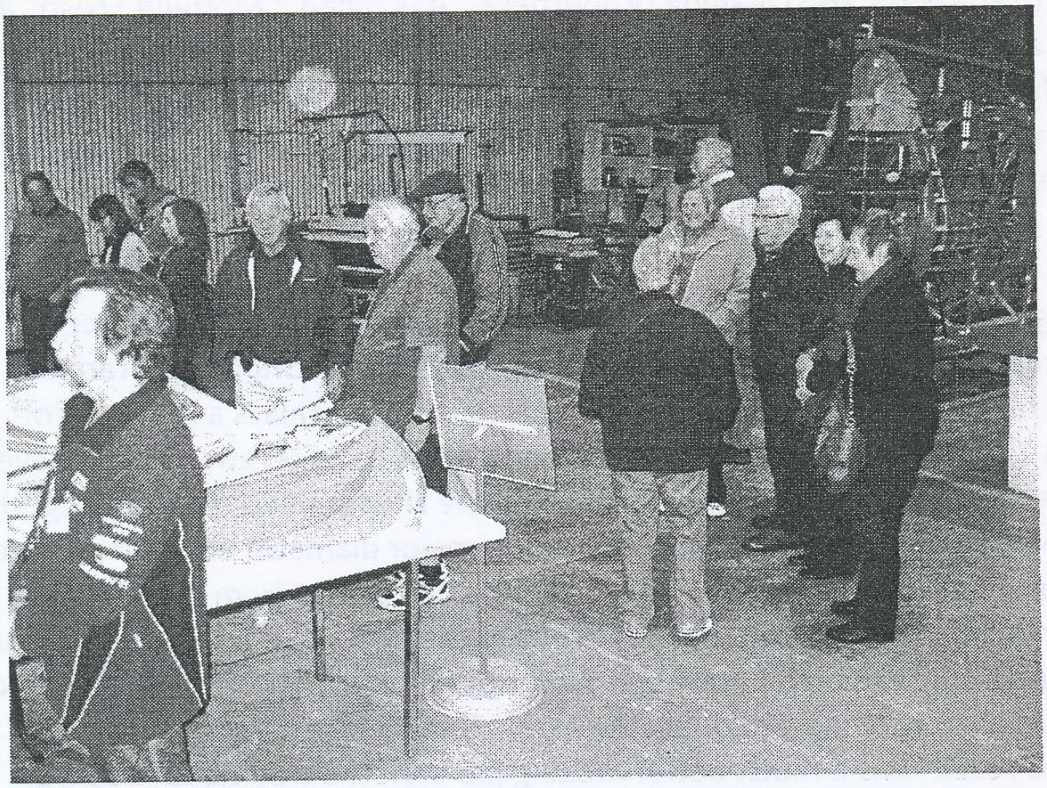
Belting Supplier On my small bench drill I use a round belt of some 6mm diam. For some time I put up with a makeshift joint until it broke [again]. I contacted "Paterson Belting" [8349 4300] they are in Kenworth Rd. Gepps Cross. Took them the broken belt as a sample and due to convenience on their part they manufactured a new belt while I waited. I don`t know the extent of their belt range but for service and cost they come highly recommended [usual disclaimer applies.]

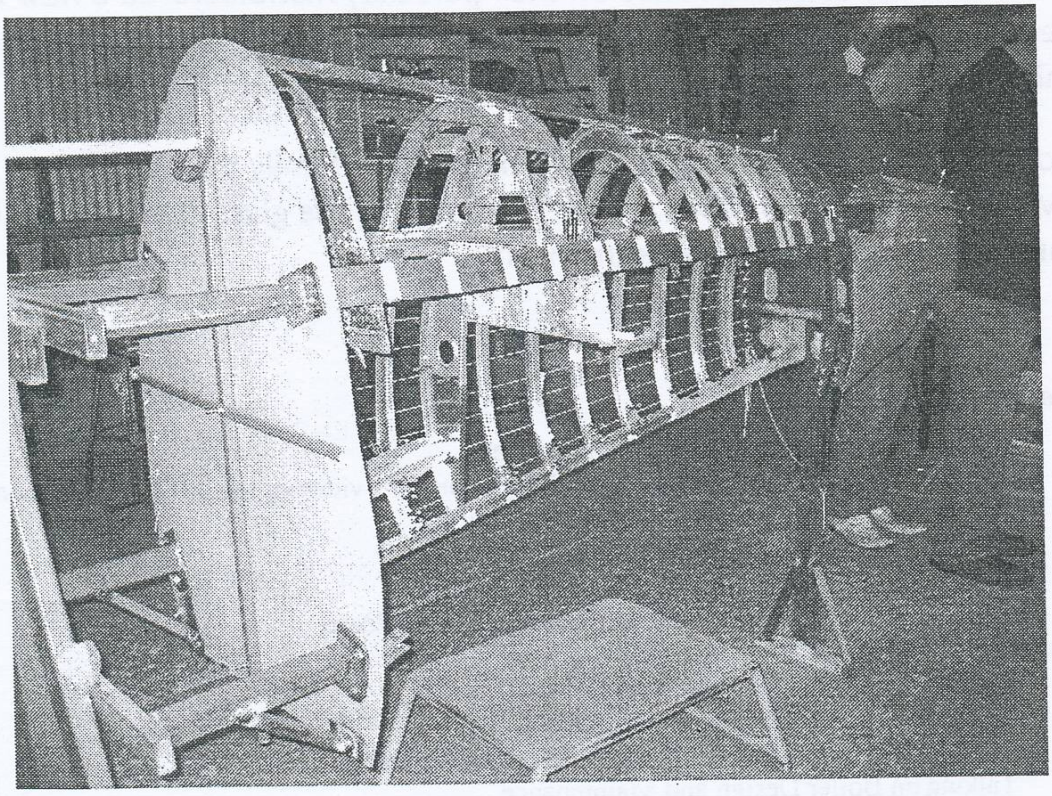
In talking to their receptionist it was revealed that a close family member was former SASMEE member, Harry Gibbs. The "Tich" loco in the glass display case in our club rooms is an example of his workmanship.

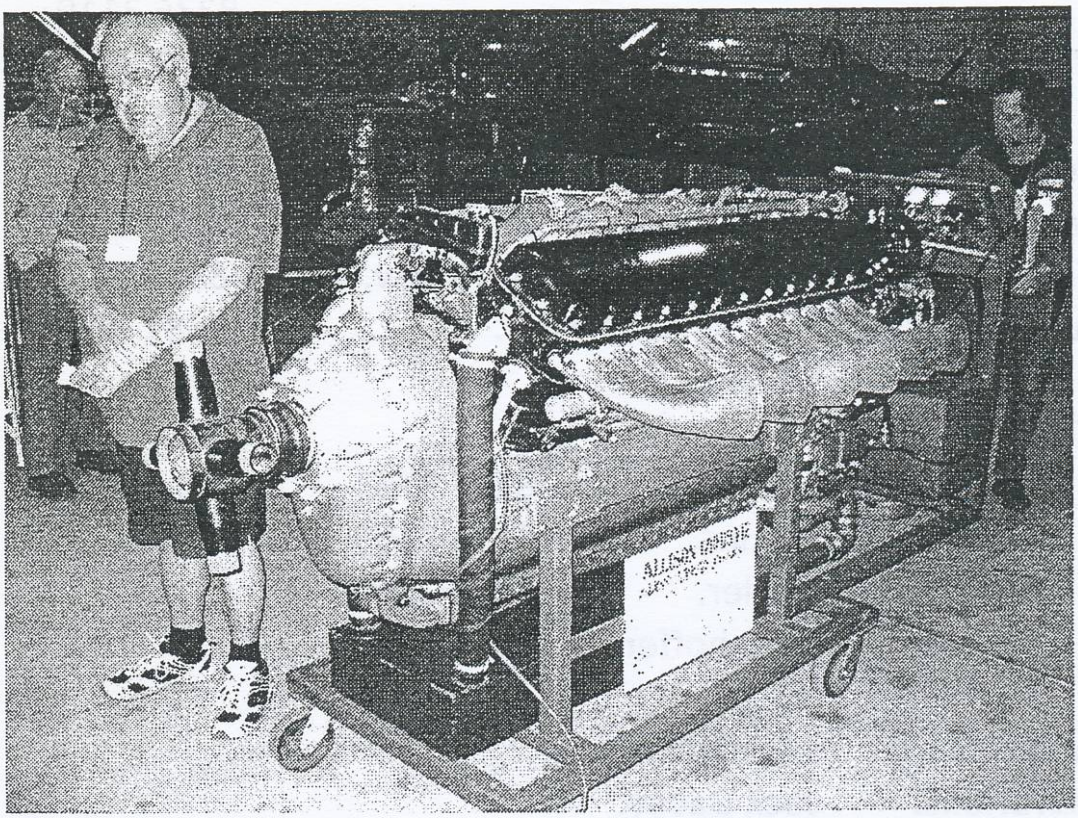
Coming Events at SASMEE

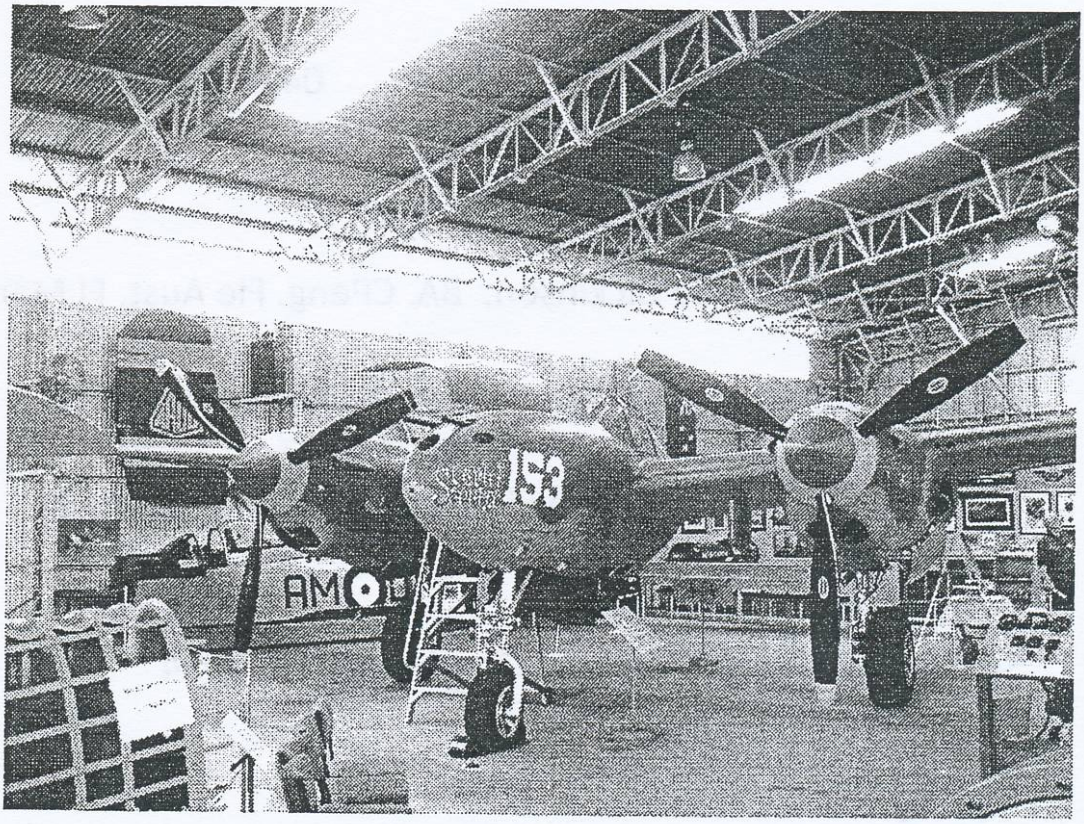
Sunday	2nd June	Sunday Public Field Day
Tuesday	12th June	Club Meeting followed by Barry Dunstan's video of the 2012 Convention
Saturday	16th June	Saturday Public Field Day
Saturday	23rd June	Club Efficiency Run
Sunday	1st July	Sunday Public Field Day
Tuesday	10th July	Club Meeting, followed by Ian Foster talking on Electric Motors
Saturday	21st July	Saturday Public Field Day
Sunday	5th August	Sunday Public Field Day
Tuesday	14th August	**Annual General Meeting** Bryan Homan Talking on Boiler Design and Maintenance
Saturday	18th August	Saturday Public Field Day

The Jet Museum Visit.





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Vice President.	John Montedorisio.	0409 838 494 8276 4675
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Micheal Offler.	8276 2360
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Boiler Inspectors.

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John Montedorisio.	0414 838 408
Jackie Montedorisio.	

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